

# THE CARGO COURIER

123rd Airlift Wing, Kentucky Air National Guard, Louisville, Ky.

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## Multi-state exercise tests KyANG units

By Staff Sgt. David I. Tors  
Cargo Courier Staff Writer

More than 90 personnel from the wing's 123rd Airlift Control Flight and 205th Combat Communications Squadron deployed to Dugway Proving Grounds, Utah, this summer for Global Patriot '98, a multi-state operation billed as one of the largest training exercises of the year.

Scores of Army and Air Guard units joined forces with U.S. active duty troops and reservists from Denmark, England, Paraguay and Canada for the multi-state exercise, which deployed 15,000 soldiers, airmen and marines to more than four sites across the country.

The three-week live-fly exercise, which officially began July 6, was designed by the Air National Guard to test the interoperability of diverse units in a simulated combat environment and offer a variety of training opportunities.

The Airlift Control Flight's team, which becomes a Tanker-Airlift Control Element when deployed, was charged with establishing command and control of the airfield at Dugway, said Lt. Col. Ken Ellis, the unit's commander.

Once that was accomplished, the TALCE began supporting aircraft that were arriving for their participation in Global Yankee, off-loading material with the help of cargo handlers from the wing's 123rd Aerial Port Squadron.

"We also provided essential weather information not only to arriving and departing aircraft, but also to the units functioning on the ground," Ellis said. "These weather updates helped those units adjust their work/rest cycles due to the extreme heat, which topped 100 degrees on some days."

The TALCE was challenged with a real-world emergency when a brush fire began encroaching on the airfield, endangering deployed equipment that was being used by an air traffic control squadron.

TALCE members teamed up with Kentucky's 205th Combat Communications Squadron and several other units to relocate the equipment to the airfield hanger, out of harm's way.

From the initial warning to the completion of the move, the entire operation took about 90 minutes, Ellis said.

Brush fires weren't the only tests facing the 205th — it also had to pass its operational readiness inspection during the initial phase of Global Yankee.

The unit made short work of that, however, and it soon began focusing exclusively on providing communications



## Global Patriot '98



Photos courtesy 9th Air Force IG Team

**TOP:** Senior Airman Joe Paulowski of the 205th Combat Communications Squadron prepares portable telephone switch boxes during Global Patriot '98.

**BOTTOM:** Senior Airman Troy Gritton and Tech. Sgt. Mark Hagan test high-frequency radio connections.

See *GLOBAL PATRIOT*, Page 8

# Families and employers are indispensable cornerstone of Total Force

*Acting Secretary of the Air Force F. Whitten Peters delivered the following remarks Sept. 5 to members of National Guard Association of the United States in Milwaukee, Wis.*



ur Guard units are fragile and can be broken if used without great care and due regard for our employers and the families of our guardsmen.

In the last two weeks, I visited three Air Guard and Reserve C-130 combat delivery units in Nashville, Tenn., and Minneapolis, Minn.

In the last year, these units had spent time in Bosnia, Panama and Southwest Asia.

Each had drawn heavily on the time of their traditional Guard and Reserve members with flight crews averaging more than 100 days per year of service and, in one case, more than 130 days per year of service.

In each of the units, I also heard stories of employers' increasing reluctance to accommodate absences for real world deployments, especially when those deployments were "pop ups" to handle fast-moving contingency operations.

I am well aware from my own travel schedule, as well as from discussions with the troops, that 120 days TDY is exhausting and puts a great strain on personal and family life.

(Air Force Chief of Staff) Gen. (Michael E.) Ryan and I are reorganizing the Air Force



**F. Whitten Peters**

*Acting Secretary of the Air Force*

in an effort to limit TDY requirements.

Until this can be accomplished, all of us who are in positions of responsibility have a tremendous responsibility to do all that we can to say "thank you" to two indispensable support teams — our employers and our loved ones who make it possible to field the best Guard force in the world.

As you have met the challenges of increased optempo, our employers have also risen to this challenge.

I assure you that finding workarounds for

deployed employees is not an easy task at any time, and is certainly not easy during the current time of high business demand and low unemployment.

There are many ways for us to show our gratitude to our employers. I want to challenge everyone to redouble your emphasis in this area by sharing a few ideas that we can all build upon.

For example, I recently read several letters from our employers praising the BossLift Program, whose purpose is to enhance employer's awareness of the outstanding work done by our Guard personnel.

BossLift is a terrific program, but we can't afford to stop there. In this time of unprecedented deployments, we need to find equally unprecedented ways to thank and recognize our employers.

Second, we must recognize the most important support group of all — those who are the spouses and the families of Guard members.

We cannot thank you enough for how much you sacrifice to support your loved ones.

It runs much more deeply than missed birthdays, anniversaries and important school, church and sports activities.

When we use the words "seamless total force," we need to be mindful that our employers and our families are the indispensable cornerstones on which that force is built and sustained — so that it can fight and win.

I am proud to be on the same team with each of you.

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If you have a story idea, photo or article to submit, stop by the public affairs office, room 2117 of the Wing Headquarters Building. Deadline for the next issue is Oct. 23.

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Mark Rines/KyANG

## All Stars

Maj. Gen. Paul Weaver, director of the Air National Guard, and Brig. Gen. Verna Fairchild, Kentucky's assistant adjutant general for air, talk to Tech. Sgt. William Hill Jr. of the wing's 123rd Special Tactics Flight during the August unit training assembly.

Weaver and Fairchild later observed nearly a dozen combat controllers perform a low altitude aerial insertion over Camp Atterbury, Ind.

## Simpson dies from injuries sustained in crash

Air Force 1st Lt. Brice Simpson, whose F-16 crashed during takeoff from Misawa Air Base, Japan, died Sept. 17 as a result of injuries sustained in the July 24 accident.

Simpson's father, Tech. Sgt. Charles Simpson, is a photographer in the Kentucky Air Guard.

"Lieutenant Simpson died in defense of our country while looking the enemy directly in the eye only a few hundred miles away," said Misawa commander Brig. Gen. Bruce Wright.

"It may be hard for some Americans to recognize that the threat to freedom today is as real and dangerous as ever, but Brice knew, and the citizens of the United States and Japan should never forget his selfless commitment and sacrifice."

Simpson, who was 25, is survived by his wife, Katie; his parents Charles and Nancy; and his brother, Grant.

## BossLift flying employers to U.S. Air Force Museum

By 2nd Lt. Dale Greer  
Public Affairs Officer

If your civilian boss is beginning to wonder why you keep missing work for Guard duty, take him for a ride.

BossLift '98 will fly up to 70 employers and civic leaders to Wright-Patterson Air Force Base this month so they can learn more about the Air National Guard's mission.

The group will leave from the Kentucky Air Guard base on Oct. 21 and fly to Wright-Patterson aboard a Thoroughbred Express C-130.

While in Ohio, the civilians will tour the Air Force Museum and view an IMAX film about the bluesuit mission.

"BossLifts are an ideal opportunity for employers of National Guard members and for Kentucky civic leaders to observe National Guard military training firsthand," said Maj. Steve Bullard, a KyANG navigator who also is executive director of the Kentucky Committee for Employer Support of the

Guard and Reserve.

"They also get to learn about the history, dedication, role and capabilities of those who serve in our reserve forces," he said.

Before departing Louisville for the day-long trip, the civilian supervisors and civic leaders will receive briefings on the function and training of the 123rd Airlift Wing, Bullard said.

They also will be briefed on the rights and obligations of both employers and service members when duty calls.

To be eligible, participants should supervise or employ members of the National Guard or be active in civic affairs in the local community.

Priority goes to those who have not yet participated in a BossLift, and there is a \$5 registration fee.

The flight is expected to return to the Kentucky Air Guard Base at 5:50 p.m.

For more information, contact Bullard at 491-4737. ☎



# Enlisted Association conference begins next week in Louisville

By 2nd Lt. Dale Greer  
Public Affairs Officer

The 123rd Airlift Wing will serve as host to the Kentucky National Guard's 26th Annual Enlisted Association Conference next weekend.

Activities get underway Saturday evening at 7 with registration and a riverboat cruise aboard the Spirit of Jefferson at Greenwood Boat Ramp.

The association will then hold an annual business meeting on base Sunday, which will be followed by a military banquet and ball.

"The annual conference gives us an opportunity to conduct business and have a little fun all at the same time," said Chief Master Sgt. Jim Swanner, who is an area director for the association.

"It also allows new members to meet everyone in a relaxed social environment."

Door prizes will be given throughout the conference, Swanner said, and the cruise will feature a contest for costumes that best represent a riverboat gambler theme.

The cost will be \$25 per person for advance reservations and \$30 at the door.

Attendees who live outside Louisville also will be able to reserve hotel rooms at a discount by calling Signature Inn South at 968-4100 and requesting the enlisted association rate.

The Enlisted Association National Guard of Kentucky was formed in 1972 to give the state's enlisted corps a unified voice in Frankfort and to promote their welfare and professionalism.

It is affiliated with the Enlisted Association National Guard U.S., which performs the same function on Capitol Hill.

In recent years, the two organizations have been instrumental in securing additional benefits for National Guard members.

Among these have been commissary entitlements; state tuition assistance; increased Servicemembers' Group Life Insurance coverage and state active duty pay; distinctive National Guard license plates; National Cemetery burial rights; and G.I. Bill benefits.

Any enlisted member may join. Annual dues are based on rank and range from \$10 to \$20 per year.

*Conference reservations may be made by sending a check, payable to EANGKY Conference '98, to Airman 1st Class Cathy Swift; 123rd Airlift Wing; 1101 Grade Lane; Louisville International Airport; Louisville, Ky., 40213-2616.*

*For more information on the conference or the association, call Swift on base at extension 4122.*

## Wing seeking historical memorabilia

The Kentucky Air Guard is seeking historical memorabilia from its active and retired members for display on base.

Anything you consider notable or worthy of remembrance would be appreciated, from uniforms, helmets and ball caps to photographs and documents.

The items will be displayed in an illuminated case on the first floor of the wing headquarters building.

"This is a great opportunity to capture our rich heritage," said Col. Michael Harden, wing commander.

"We would like to see items from each of our distinguished eras — Mustangs, Sabres, Thunderjets, Canberras, Voodoos, Phantoms and Hercules.

"I encourage everyone to share his or her items of interest."

To loan items for display, please contact Maj. Larry Zummach on base at extension 4666.

## Enlarge your tent: There is joy in the journey

*So many new people have come on base, I hardly know anyone anymore.*

That's a frequent statement I hear from unit members who've been around the block a few times.

It's true that lots of new people have joined our unit lately, and thank God for each one of them.

It's also true that members continue to retire and move on with their personal careers. We also are thankful for each one of them.

For those unit members in the middle, I have some words of caution: Don't let the changes depress or confuse you.

Allow this time in your career to be enriched by new people while you continue to



enrich old relationships.

It's the best of times when you've been around long enough to figure out what the Air Guard thing is all about.

God has a way of reminding us that everyone is on a journey of joy, whether you are entering, leaving or somewhere in between.

We are like Abraham when he pitched his family tent toward the Promised Land.

He opened his tent one day for two new guys (they happened to be angels), who brought exciting news: Abraham and Sarah were to have a son.

What once seemed impossible was now a reality.

Every day is an opportunity to open our tents, or personal space, for someone new, as well as someone familiar.

God renews our joy through the gift of new, as well as familiar, friendships.

Be hospitable. Enlarge your tent for the Guard family.

—Chaplain Thomas T. Curry



# Formal AFFAIR

Nearly 400 Air Guard members and their guests gathered Aug. 15 at the Club Hotel by Doubletree for the unit's first Dining Out in more than five years. Among those in attendance were Maj. Gen. Paul Weaver, director of the Air National Guard, and his wife, Cathylee.

**CLOCKWISE FROM TOP:** 1st Lt. John McCallie and Maj. Mary McCallie mug for the camera; Brig. Gen. Verna Fairchild and her husband, Byrnes, chat with Maj. Dawn Muller; Chief Master Sgt. Jim Swanner poses with wife Darlene; Col. Michael Harden presents Maj. Gen. Paul Weaver with a personalized Louisville Slugger baseball bat.

**KyANG photos by  
Master Sgt. Terry Lutz**



# Evidence points to fuel starvation in C-130 crash

## Recovered gauges show that tank was allowed to run dry

**Air Force News Service**

WASHINGTON — The Air Force has released additional information on the cause of the HC-130P, call sign King 56, crash off the coast of California Nov. 22, 1996.

The accident claimed the lives of 10 of the 11 people on board.

Both the aircraft and crew were assigned to the 939th Rescue Wing, Portland, Ore.

The C-130 Broad Area Review team, or BAR, concluded the cargo plane's engines stopped because of fuel starvation which was a result of the crew's improper fuel management procedures.

The team came to that conclusion after recovering gauges from the fuselage, main and auxiliary fuel tanks.

Based on the readings of the gauges and the positions of the recovered fuel valves, the team was able to determine the engines were fed fuel from the right fuselage tank for virtually the entire trip and that the tank was allowed to run dry.

The team also determined King 56 had a sufficient quantity of fuel on board in wing and auxiliary tanks for operation of the engines.

It could not determine why the crew failed to switch to these fuel tanks when the engines started to fail.

The new information came out of a month-long salvage operation by the BAR team, which began in June in co-operation with the U.S. Navy.

The secretary of the Air Force directed the BAR in September to ensure all appropriate steps are being taken to enhance the flight safety of the C-130 fleet.

Experts from the U.S. Air Force, Air Mobility Command, Air Force Materiel Command, and both the Guard and Reserve, along with a representative from the National Transportation Safety Board, comprised the review team.

Industry representatives from Allison Engine Company, Lockheed-Martin Aerospace Sys-

tems and Hamilton Standard Propeller Systems served as advisers.

Besides key recommendations made in the January 1998 BAR report, the team added three additional recommendations, relating to conditions that were not causal factors in the crash, in the addendum as a result of the salvage operation.

All three recommendations have been approved by senior Air Force leadership.

The Air Force has approved the following actions based on observations from the team:

- The crossfeed primer valve had an improperly installed motor housing, giving the appearance that the valve was open, when actually it was properly closed.

The Air Force has directed a one-time inspection of all C-130 valves with similar construction to the crossfeed primer valve.

The inspection will verify proper assembly of valve housings and redesign the motor housing to prevent valve housings from being improperly installed.

- Several nonstandard practices were identified with the fuselage tanks. The Air Force has directed a one-time inspection of all C-130 fuselage tanks to ensure proper completion of approved modifications and check for corrosion and presence of foreign objects.

In the case of King 56, two small pieces of extraneous hardware were found in the fuselage tank; however, they were trapped against the wall of the tank, rendering them harmless.

- Guidance to aircrews did not clearly dis-

cuss the dangers associated with the fuselage tank and the risk associated with the introduction of pressurized air into the fuel system. Once the dangers were understood, the Air Force implemented operational changes to mitigate the risk.

The Air Force has directed Warner-Robins Air Logistics Center to evaluate the feasibility of engineering modifications to the C-130 fuel system in order to eliminate potential risk associated with the introduction of pressurized air into the fuel system.

Besides the above recommendations, the Air Force is also nearing completion of a new instruction, "Assistance to Families of Persons Involved in Air Force Aviation Mishaps."

This initiative is the work of an air staff and major command team representing a wide range of Air Force expertise including safety, personnel, services, medical services and the chaplains.

It is designed to help families after a death by consolidating information on the many support programs available to them.

The C-130 is considered to be one of the workhorses among military aircraft. C-130s have flown more than 14 million hours with the U.S. Air Force since entering its inventory in the mid-1950s, and the aircraft boasts one of the lowest accident rates among the Air Force's aircraft inventory.

King 56 is only the second recorded incident of four-engine flameout.

After the original BAR report, a 30 plus-year-old incident was found on a C-130A model relating to faulty wiring on the landing gear squat switch.

That flameout occurred immediately after take-off and has no relevance to the King 56 mishap.

"We extend our sincere sympathies to the families and friends of those who died in the King 56 crash," said Lt. Gen. David L. Vesely, Air Force vice chief of staff. "We know nothing can replace their loss."

"We also know we can't completely eliminate the inherent risk of military aviation, but we strive to continuously improve flight safety."

"I thank the BAR team for their dedicated efforts, which will help prevent future accidents."

## Accident investigation findings

- The engines were fed fuel from the right fuselage tank for virtually the entire trip, and that the tank was allowed to run dry

- Guidance to aircrews did not clearly discuss the dangers associated with the fuselage tank and the risk associated with the introduction of pressurized air into the fuel system

- Two small pieces of extraneous hardware were found in the fuselage tank, although they weren't deemed to be a factor in the accident





Air Force News Service

## USAF retires 'Looking Glass' after 37 years

One of the last vestiges of the Cold War was retired Sept. 25 when the Air Force's EC-135C was decommissioned and sent to the boneyard at Davis-Monthan Air Force Base, Ariz.

The EC-135, which carried a crew of 28 and served as an airborne strategic command post called "Looking Glass," is being replaced by the Navy's E-6B.

The EC-135 airframe was kept aloft 24 hours a day for 29 of its 37 years of service, enabling the U.S. military to maintain at least one command center that could survive a nuclear attack and direct counter strikes.

The aircraft, which has been called the world's most powerful airframe by virtue of the astounding firepower it controlled, was taken off continuous alert in 1990.

—Air Force News Service

## Anthrax vaccine safe for women, officials say

By Cynthia Minnick  
Air Force Surgeon General's Office

WASHINGTON — Just mention vaccinating against anthrax and some people may imagine side effects without understanding the vaccine's life-saving benefits.

This may particularly concern women who might become pregnant during their vaccination series.

Women can put their apprehension about anthrax vaccine to rest, assure medical and scientific experts. There really isn't a scientific or medical reason for anxiety about the vaccine.

At the Centers for Disease Control in Atlanta, infectious disease experts agree that the overall benefits of the anthrax vaccine far outweigh any potential side effects.

Dr. Steve Ostroff, associate director for epidemiologic science in the National Center for Infectious Diseases, which is one of the components at the Centers for Disease Control, said the anthrax vaccine has been approved by the Food and Drug Adminis-

tration since 1970. It has a long history of safety and effectiveness with few reported side effects.

"We know anthrax vaccine doesn't hold any greater risks to the developing fetus than virtually any of the other bacterial vaccines," Ostroff said. "As far as (the CDC) is aware, there are no special risks associated with this vaccine if by chance it is given to someone who is pregnant.

"That's because vaccines made from killed material tend to have a low incidence of side effects," Ostroff said. "The anthrax vaccine doesn't include anything that's live. There isn't a risk of getting the disease."

However, just to be on the safe side, women who are pregnant should not get any vaccinations, Ostroff added.

"As a rule, (the CDC) recommends that women who are pregnant should not receive any vaccines that aren't essential during their time of pregnancy," Ostroff said.

"It's based on prudence more than anything else, because there might be a risk that hasn't been recognized and the cautious

course is to wait until the pregnancy is over."

No specific studies have been done on pregnancy and the anthrax vaccine, Ostroff admitted. But this is not unusual.

"With a lot of the vaccines, not just anthrax, and even with a lot of the common medications we use on a day-to-day basis," he said, "there haven't been studies that have specifically looked at their use in pregnancy.

"For instance, when you read the labels very carefully on a lot of medications, it will say the risks in pregnancy or with children aren't very well defined.

"That's because specific medical studies on those particular groups haven't been done. So, you'll see warning labels about their use during pregnancy — not because there is a definite risk, but just because studies haven't been done on that specific population."

For more about anthrax, visit the Air Force web site at <http://www.af.mil/current/anthrax>.

## Change of Command



Photos by Senior Airman Tom Downs/KyANG

**LEFT:** Maj. William Cole accepts the 123rd Maintenance Squadron's guidon from Col. Gary Logan, Logistics Group Commander, during a change-of-command ceremony last drill. Cole is assuming the post from Maj. Johnny Jones.

**ABOVE:** Logan receives the 123rd Logistics Squadron's guidon from Lt. Col. Paul Stone, who is stepping down as the unit's commander. Jones, left, is assuming the position.

## Global Patriot

Continued from Page 1

services to its customers.

"We're an initial comm package," said Maj. Neil Mullaney, the unit's detachment commander. "We're designed to be a small footprint, go into a bare base operation and set up initial communications."

"We provide DSN access, voice and data radio communications, AUTODIN traffic, local area networks for e-mail and Internet access — basically everything you would have at a fixed base."

For Global Yankee, the squadron deployed a "quick reaction package" that included a satellite dish and satellite van, a telephone utility truck for stringing wire, a radio truck and three generators.

"We supported a full-blown air expeditionary force of 12 F-16 fighters and 350 personnel, in addition to supporting the air traffic control squadron and our own TALCE," Mullaney said.

"It gave us some of the most realistic, low-cost training available."

## Promotions in the KyANG



*The following servicemembers have been promoted in the Kentucky Air National Guard and as reservists of the United States Air Force.*

### TO AIRMAN (E-2)

•Alecia Dennison,  
123rd Student Flt.

### TO AIRMAN 1ST CLASS (E-3)

•Patrick Sampson,  
123rd Aerial Port Sq.

### TO SENIOR AIRMAN (E-4)

•Steven Best,  
123rd Aerial Port Sq.  
•Steven Campbell,  
123rd Aircraft Generation Sq.  
•John Hourigan,  
123rd Aircraft Generation Sq.

### •Robert Huff,

123rd Communications Flt.

### •Nicholas James,

123rd Aircraft Generation Sq.

### •Michael Lewis Jr.,

123rd Aerial Port Sq.

### •Joven Looney,

123rd Logistics Sq.

### •Jerome Noltemeyer,

123rd Aerial Port Sq.

### TO TECH. SGT. (E-6)

### •George Krebs,

123rd Civil Engineering Sq.

### •Joseph Royal,

123rd Maintenance Sq.

### •Jeffrey Vincent,

123rd Aerial Port Sq.

### TO LT. COL. (O-5)

### •David Granstrom,

123rd Medical Sq.